

Part 3
Appendices

Appendix A – Typical Trail Sections	3
Appendix B – Kiosk Design	5
Appendix C - Specifications for Typical Gate Design	8
Appendix D – Signage Specifications	9
Logo Sign Specification	9
Information Sign Specifications	11
Accessibility Information Sign Specifications	12
Regulatory Sign Specifications	13
Etiquette Sign Specifications	14
Mileage Marker Specifications	15
Interpretive Sign Specifications	15
List of Signs at Gates	16
Private Crossing Sign Specifications	16
Road Crossing Sign Specifications	17
Trailside Resource and Wayfinding Sign Specifications	18
Adopt a Trail Sign Specifications	19
Appendix E - Trail Amenities	21
Proposed and Existing Locations of Parking Areas	21
Proposed and Existing Locations of Pocket Parks	21
Proposed and Existing Locations of Kiosks	22
Proposed Locations of Sanitary Facilities	23
Proposed Locations of Camping	23
Proposed and Existing Locations of Hand Carry Boat Launches	23
Appendix F – Soils Description	25
Monroe County	25
Livingston County	25
Wyoming County	25
Allegany County	26
Cattaraugus County	26
Appendix G – Classification of Intersecting Rivers and Streams	27
Appendix H – Eligibility for Inclusion in State and National Registers of Historic Places	31
Appendix I - List of Culverts and Other Structures	34
Appendix J – Memorandum of Agreement	41
Appendix K – History of the Genesee Valley Greenway State Park	49
Appendix L - ADA Compliance	59
The Americans with Disabilities Act (ADA)	59
The ADA Accessibility Guidelines (ADAAG)	59
ADAAG Application	60
Additional Accessibility Practices on the Greenway	61
Appendix M - Stone Culvert Evaluation Form	63

Appendix A - Typical Trail Sections

Figure 2 Typical Trail Sections (not to scale)

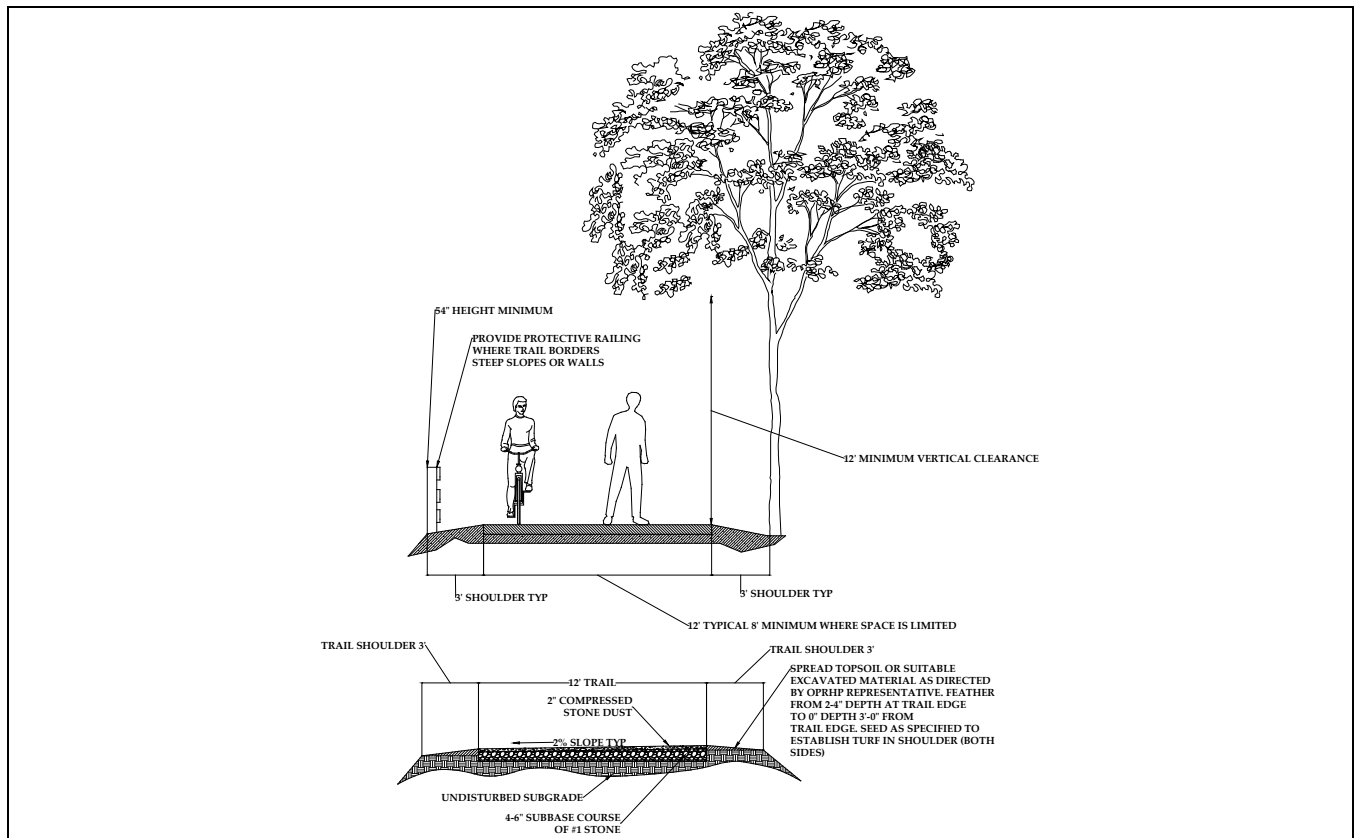


Figure 4 Typical Single Panel Kiosk with Interpretive Signage

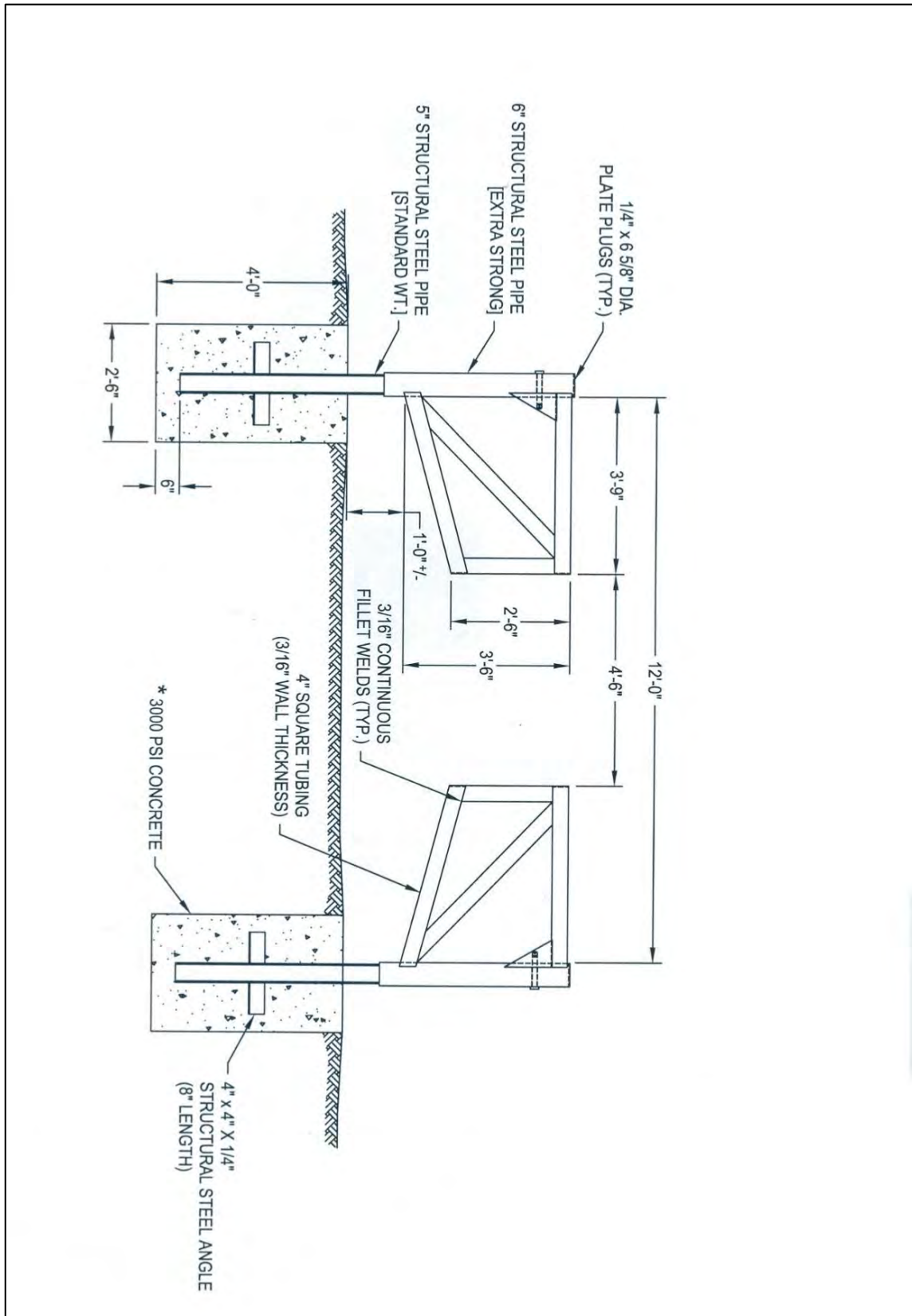


Figure 5 Typical Double Panel Kiosk with Interpretive Signage



Appendix C - Specifications for Typical Gate Design

Figure 6 Typical Gate Design

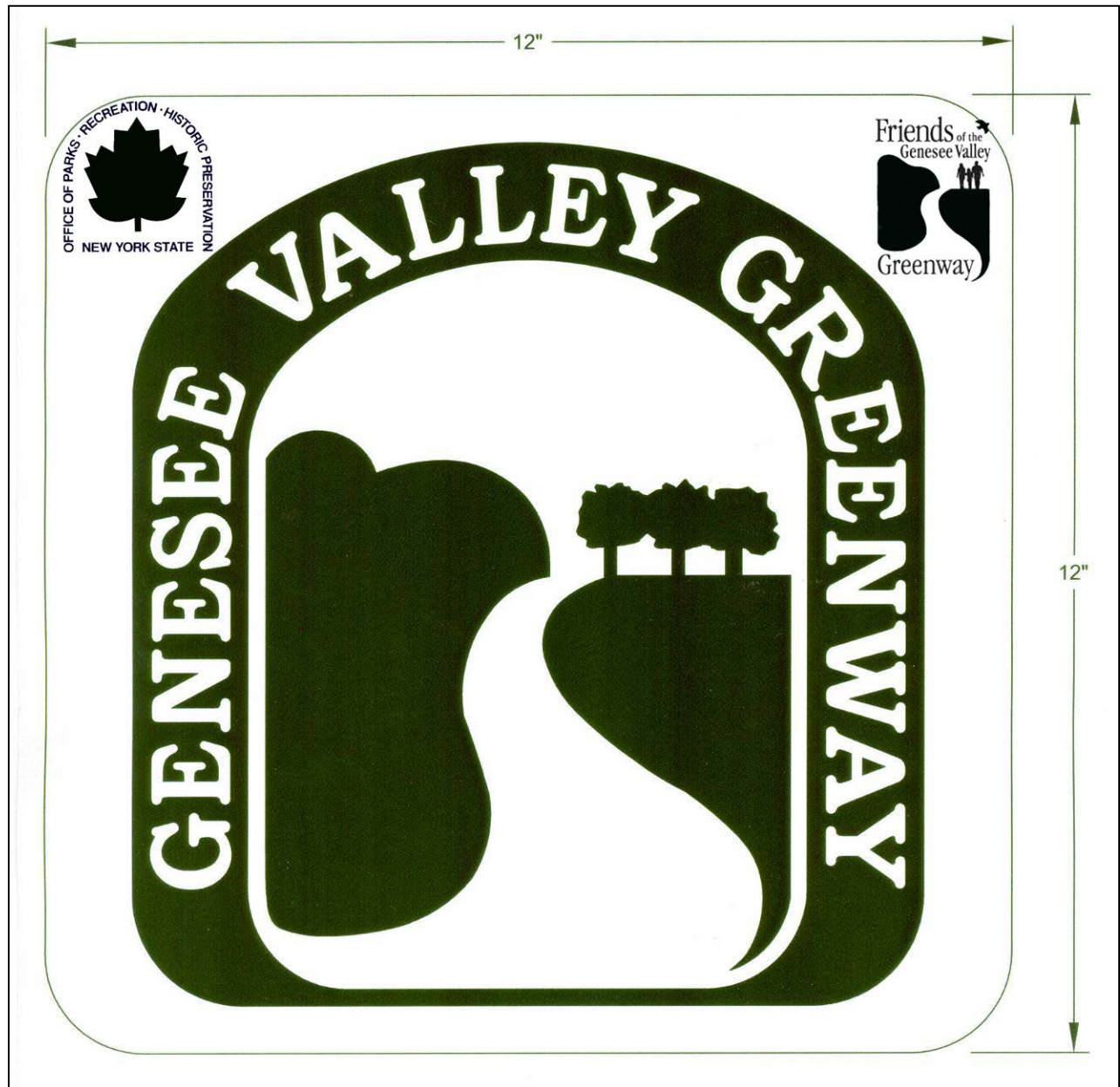


Appendix D – Signage Specifications

All signs (except mileage markers) will include the OPRHP logo and other partner organizations (such as the FOGVG) as decided in MOU's and other operation and maintenance agreements.

Logo Sign Specification

Figure 7 Logo Sign Specification

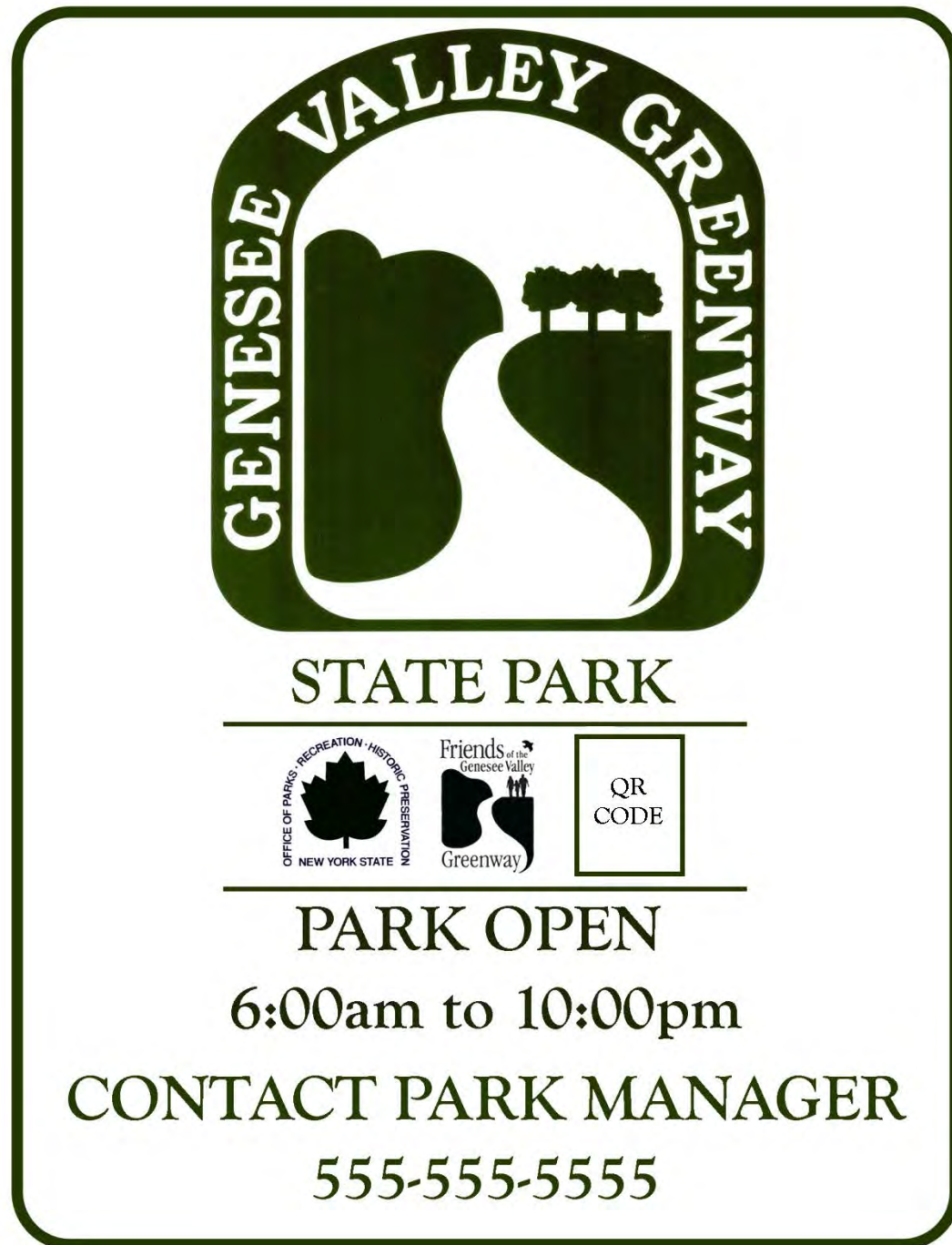


Information Sign Specifications

Information signs will be placed at road intersections, trailheads, periodically along the trail and in other locations as deemed necessary by OPRHP or partner organizations. They will contain the following information:

- Logos of the GVG, OPRHP and partner organization (FOGVG)
- Identification of the land as the Genesee Valley Greenway State Park
- Contact information

Figure 8 8.5"x11" Gate Information Sign



Accessibility Information Sign Specifications

These signs are separate from other information signs and are required to identify various aspects of trail conditions on all sections of the Greenway where federal funds are used. However it is best that they are used for all sections of the Greenway. It is recommended to use them at Kiosks, gates and trailheads.

The information shall include:

- Length of the trail or trail segment
- Surface type
- Tread width (typical/maximum)
- Running and cross slope (typical/maximum)

Regulatory Sign Specifications

Regulatory signs will be posted on all gates, at all trail heads, parking lots and kiosks. The Regulatory signs will provide the following information:

- GVG, OPRHP and FOGVG Logos
- Hours of operation of the park – 6:00 AM-10:00PM
- Pets must be on a leash (6' maximum) at all times
- Prohibited activities
 - Carrying firearms
 - Camping without a permit
 - Camping outside of designated areas
 - Motor vehicles
- This is a carry in – carry out facility
- Dispose of trash properly outside the park

Figure 9 18" x 18" Regulatory Sign



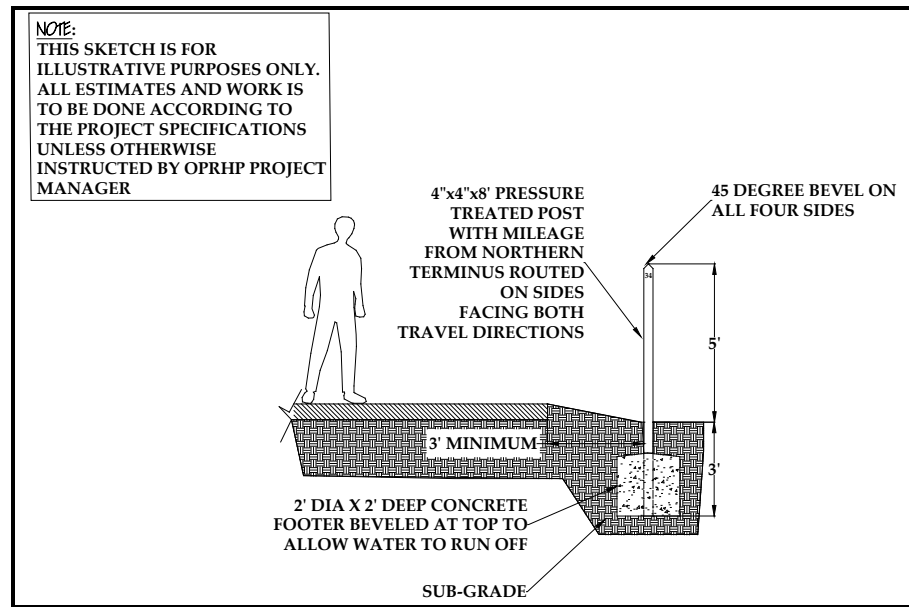
Etiquette Sign Specifications

Trail Etiquette signs will be posted at all trail heads, kiosks, gates and periodically along the trailway.

Figure 10 18" x 18" Trail Etiquette Sign Specifications



Mileage Marker Specifications



Interpretive Sign Specifications

Some interpretive signage such as in Figure 11 has been installed. Future interpretive signage will follow the basic layout and look of the existing signage in order to produce a consistent look along the entire GVG.

Interpretive signage will be used for cultural, natural and scenic resources spanning the entire length of the park. QR codes will be used to expand the information provided on the sign.

Figure 11 Typical Greenway Interpretive Sign

Little Black Creek Culvert and Waste Weir

The large ditch at the west end of the parking lot is what remains of the Genesee Valley Canal. From 1840–1878, canal boats carried passengers and cargo up and down the Genesee Valley. The canal itself was 42 feet wide at the top, 26 feet wide at the bottom, and four feet deep. Here, masons built a 98-foot-long, 12-foot-wide, stone-arch tunnel called a culvert to allow Little Black Creek (to your right) to flow under the canal.

To view the west end of the culvert and its beautiful stonework, follow the path through the original canal ditch.

To view the stone walls of a canal waste weir, continue on the Greenway Trail approximately 300 feet to the north. Horizontal boards were originally stacked between the weir's stone walls and could be added or removed to control the level of the canal, allow for storm runoff, or drain the canal in winter or for repairs. Water was drained out of the canal through a ditch to Little Black Creek.

Genesee Valley Greenway

An Ice Pond

After the Genesee Valley Canal closed, a railroad was built on the abandoned canal's towpath, and the People's Ice and Coal Company developed a natural basin into a 42-acre ice pond in 1890. Next to the railroad tracks, they built an icehouse that could hold 100,000 tons of ice. After three years the company was reorganized as the Caledonia Springs Ice Company, which operated until 1909 when it became L.C. Piper Ice Company, which operated until 1916. After modern refrigeration eliminated the demand for pond ice, the pond was drained and became a landfill and then, in the 1960s, an area for commercial development.

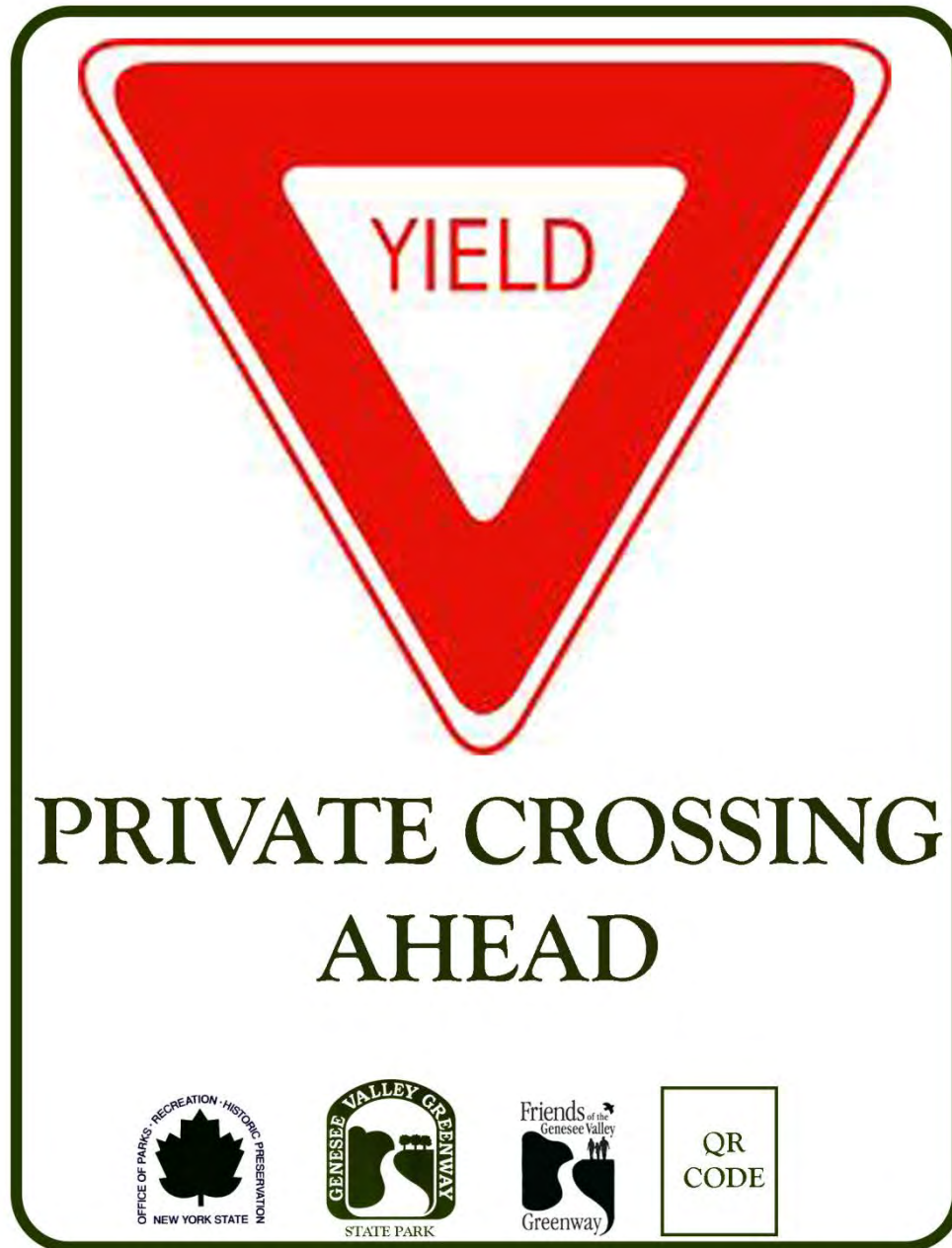
THE PEOPLE'S ICE AND COAL CO. OF ROCHESTER, N. Y.
 Pure Ice from the People's Ice Plant.
 The pure Caledonia Springs water, pumped from well-sited wells from Rochester, in the form of KEELS.
 1075 1ST TRD. 100 TRD STREY, ROCHESTER, N. Y.

List of Signs at Gates

- Stop Sign (Facing trail)
- Street names at road crossings
- Information and accessibility information signs
- Regulatory signs
- Etiquette signs

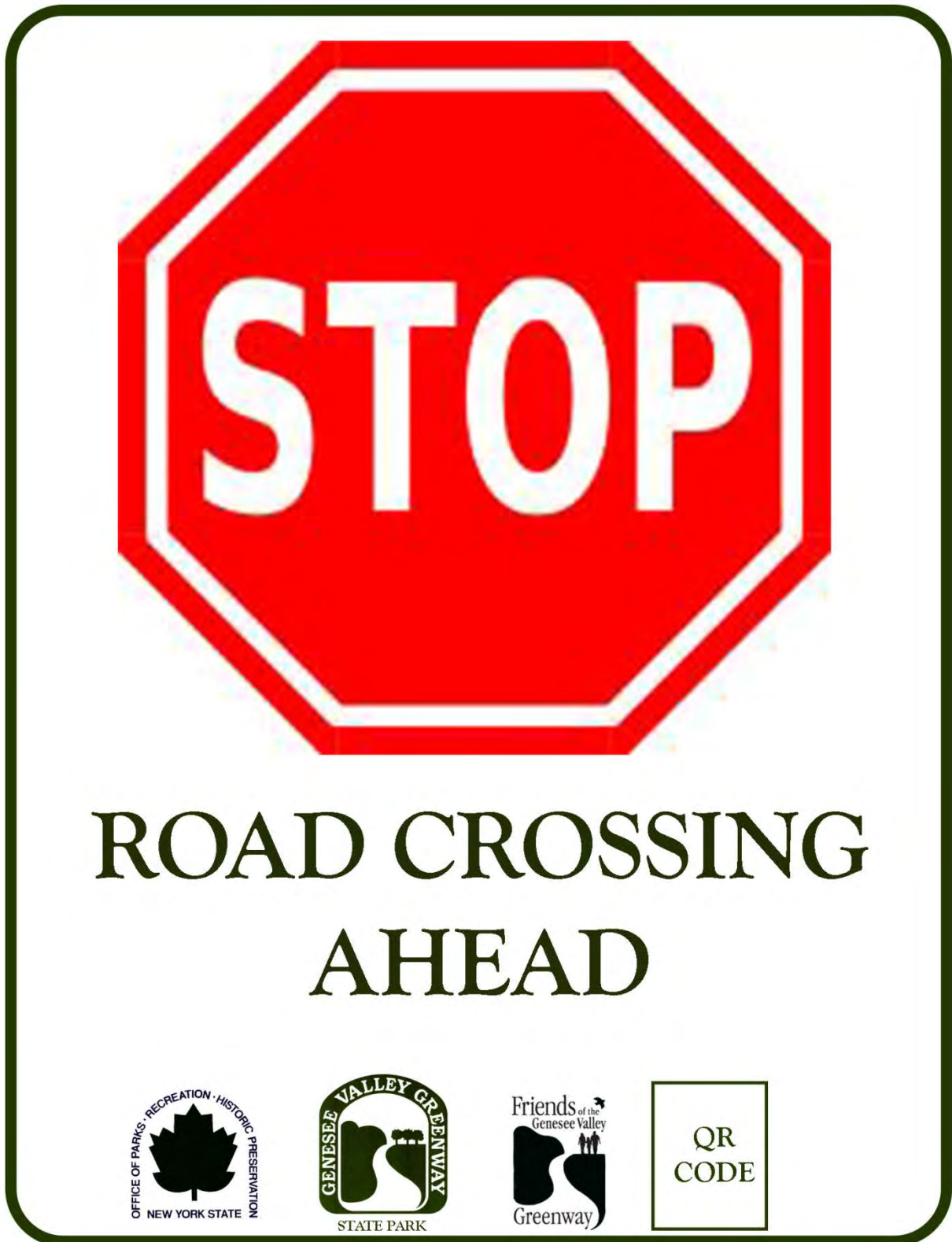
Private Crossing Sign Specifications

Figure 12 8.5" x 11" Yield Sign Specification



Road Crossing Sign Specifications

Figure 13 8.5" x 11" Stop Sign Specification



Trailside Resource and Wayfinding Sign Specifications

Wayfinding Signs tell the trail user information about the Greenway route. This is especially important in sections with on road detours.

Figure 14 8.5" x 11" Wayfinding Sign Specifications



Trailside Resource Signs are signs placed on the trail to direct trail users to towns and villages that have resources such as lodging, food, tourism, shopping, etc.

Figure 15 Typical Trailside Resource Sign



Adopt a Trail Sign Specifications

These signs identify the volunteer organizations that have adopted sections of the trail. They are placed at the northern and southern ends of the organizations adopted trail section.

Figure 16 11" x 8.5" Adopt a Trail Sign Specifications



Appendix E - Trail Amenities

The location of trail amenities described in this Appendix were determined by the FOGVG, DEC, OPRHP partnership prior to the development of this management plan. Final locations may vary as more experience with the Greenway is gained.

Proposed and Existing Locations of Parking Areas

All road crossings are informal trail heads as they serve as access points to the Greenway. Areas where off-road parking is possible, however, have the characteristics needed to become designated parking areas and major trail heads.

Table 5 Proposed and Existing Locations of Parking Areas

Town	Location	Used in Conjunction With	Existing	Proposed
City of Rochester		Genesee Valley Park	X	
Scottsville		Canawaugus Park	X	
	Letchworth State Park	Parade Grounds	X	
Chili	Little Black Creek at Brook Road		X	
York	York Landing		X	
Belfast	Route 305		X	
Mt. Morris	VFW	VFW Park	X	
Caledonia	Rt 20		X	
York	Piffard	Yard of Ale Restaurant	X	
Nunda	Route 408		X	
Portage	Oakland Road trailhead		X	

Proposed and Existing Locations of Pocket Parks

Pocket parks consisting of a small amount of mowed land area with a bench and/or picnic table and possibly a kiosk will be located at places of historic or scenic interest.

Proposed and Existing Locations of Pocket Parks

Location	Existing	Proposed
Little Black Creek	X	
Black Creek		X
Lock #2		X
Lock #5		X
York Landing		X
Tracy's Basin		X
Leicester (at Genesee River)	X	
Nunda – Fourth Street		X
Oakland		X
Belfast Warehouse		X
Black Creek (former Tytko Property)		X
Oramel Feeder		X
Rockville Lake		X
Irish Cemetery		X

Proposed and Existing Locations of Kiosks

Table 6 Proposed and Existing Locations of Kiosks

Location	Existing	Proposed
Little Black Creek		
Black Creek		
Brook Road		
Lock 2		
Canawaugus Park		
Spezio		
Dugan Creek		
Route 20		
Lock 5		
York Landing		
Tracy's Basin		
Mt. Morris Generating Station		
Route 408		
Nunda		
Parade Grounds		
Portageville		
Roszburg		
Fillmore		
Houghton		
Caneadea		
Belfast		
Rockville		
Black Creek		
Cuba (Conrail)		
Hinsdale		

Proposed Locations of Sanitary Facilities

Composting toilets will be used on the Greenway. The following are proposed locations for composting toilets. Some locations are in conjunction with trailheads or proposed camping areas.

Table 7 Proposed Locations of Sanitary Facilities

Location	Campground	Trailhead/ Kiosk
Little Black Creek		Yes
Black Creek		Yes
Lock 2		Yes
Spezio	Yes	Yes
Fowlerville		
York Landing	Yes	Yes
Tracy's Basin	Yes	Yes
Mt. Morris Generating Station		Yes
Tuscarora	Yes	
Caneadea	Yes	Yes
Belfast		Yes
Rockville	Yes	Yes

Proposed Locations of Camping

All proposed camping locations will have composting toilets, BBQ grills and tent sites.

Table 8 Proposed Camping Locations

Location
Spezio
York Landing
Tracy's Basin
Tuscarora
Caneadea
Rockville

Proposed and Existing Locations of Hand Carry Boat Launches

Table 9 Proposed and Existing Hand Carry Boat Launches

Location	Proposed	Existing
Little Black Creek		
Black Creek		
York Landing		
Mt. Morris Generating Station		
Caneadea		

Appendix F - Soils Description

The Genesee Valley Greenway State Park traverses an expansive amount of land, with many different soil types. It should be noted that the following soils descriptions are highly generalized. Small patches of many other soil types not mentioned here are interspersed along the Greenway. For a more detailed view, see the original Soil Survey maps for each of the counties, which are produced by the NRCS, USDA.

Monroe County

The most predominant soil type that is found throughout the Monroe County portion of the Greenway is Niagara silt loam. When starting out at the northernmost part of the Greenway, it is the first soil type encountered. For the first mile or so, it alternates with pockets of Schoharie silt loam. The Niagara silt loam continues on until the trail crosses Ballantyne Road in the Town of Chili, except for where Wayland silt loam is dominant in the low-lying areas surrounding Black Creek and Little Black Creek. Just south of Ballantyne Road, a patch of Canandaigua silt loam begins, and extends for approximately three-quarters of a mile. Half a mile south of this, there is another patch that is a third of a mile long. Another significantly large patch of Niagara silt loam surrounds the area around Brook Road. Between Brook Road and Morgan Road, several pockets of Claverack loamy fine sand are found. As the Greenway passes underneath the New York State Thruway, a pocket of Schoharie silt loam is encountered. The area east of the village of Scottsville, between North Road and Oatka Creek, is comprised mostly of Eel silt loam. Beginning two-thirds of a mile south of Oatka Creek, numerous pockets of Hilton loam are found. This continues south until the Greenway reaches Rush Road. The last mile before the Greenway enters Livingston County consists of Palmyra gravelly fine sand loam.

Livingston County

When the Greenway first enters the county, it encounters an area of Palmyra gravelly loam. After the first mile, this becomes interspersed with Wayland silty clay loam, as well as some small sections of other soils. This trend continues on for approximately seven miles. The Greenway then follows close to the path of the Genesee River. The primary soil type here is Schoharie silty clay loam, which later gives way to Odessa silt loam, and then changes to Eel silt loam as the Greenway passes through Piffard and extends to Cuylerville. Between Cuylerville and the Village of Mt. Morris, a large patch of Wayland silty clay loam intersects the Eel. As the Greenway goes through the Village of Mt. Morris, it passes over Howard gravelly loam. South of Mt. Morris, the predominant soil type for about three and one half miles is Odessa silt loam, until the Greenway approaches Sonyea. From here, the Greenway runs along Keshequa Creek, where the soil is fairly consistently undifferentiated Alluvial soils until it reaches Tuscarora. Beyond this point, there is Chagrin silt loam. The Greenway leaves Keshequa Creek as it passes by Nunda Junction. Then, for approximately two and one half miles, the soil type is Caneadea silt loam. This section of Greenway passes over numerous small, intermediate streams. The soil surrounding each streambed is Wayland silt loam. The Greenway then passes by Nunda and Oakland, and follows along a patch of steep soil material. This continues as the Greenway travels through Letchworth State Park and leaves Livingston County.

Wyoming County

The first major patch of soil encountered in Wyoming County is Varysburg gravelly loam in Portageville. As the Greenway leaves Portageville, it comes upon a strip of Caneadea silt clay loam. After this, there is a mile-long stretch where the Greenway passes through numerous small pockets

of various types of soil. The largest of these are Varysburg gravelly loam, Niagara silt loam, and Williamson silt loam. These three pockets are each about a quarter of a mile long. After this section, the Greenway reaches a half-mile long strip of Wayland silt loam. The Greenway passes by a quarry in Bluestone, and then passes over many more small pockets of different soil types. This continues for slightly more than a mile. Just before the Greenway leaves Wyoming County, it encounters a strip of Wallkill silt loam that is approximately one-third of a mile long.

Allegany County

The dominant soil type along the Greenway throughout the Town of Hume is Unadilla silt loam. Throughout this area, the Unadilla silt loam is interspersed with pockets of Chagrin silt loam. The hamlet of Caneadea is surrounded by a mile-long section of Unadilla fine sandy loam. The Greenway then encounters another strip of this soil type after it reaches the community of Oramel. This strip continues south for approximately two miles. The Greenway then meets and runs parallel to Black Creek. It travels over Caneadea silty clay loam for approximately the first mile. Directly following this, it passes over two small pockets of Caneadea silt loam. The Greenway encounters strips of undifferentiated alluvial soils in each of the places where it crosses Black Creek. Between the communities of Rockville and Black Creek, Caneadea silt loam is the predominant soil type. After the Greenway enters the Town of Cuba, it encounters a strip of Birdsall silty clay loam that is nearly a mile long. Beginning at the southern tip of where this soil ends, there is a strip of Wayland silt loam that is two-thirds of a mile long. Wayland silt loam is the major soil type encountered along the Greenway within the village of Cuba. As the Greenway runs between the borders of the Village of Cuba and Cattaraugus County, the soil is consistently Volusia channery silt loam.

Cattaraugus County

The mile-long section of the Greenway in the Town of Hinsdale lies entirely within a strip of Chenango channery silt loam.

Appendix G - Classification of Intersecting Rivers and Streams

Table 10 Intersecting Rivers and Streams (listed from north to south)

Location	Classification	Number
Monroe County		
West Henrietta Quad		
Little Black Creek	C	
Black Creek	C	
Oatka Creek	B, B(T)	(Waste Plant)
Trib. 1		Ont. 117-25-1A
Rush Quad		
Dugan Creek	C	Ont. 117-28
Long Pond/Marken Pond	C	Ont. 117-29
Livingston County		
Caledonia Quad		
White Creek/Trib 1	C(T)	Ont. 117-34
Trib. 35		Ont. 117-35
Christie Creek	C	Ont. 117-41
Geneseo Quad		
Browns Creek	C	
5 Tribs. of Browns Creek		Ont. 117-41
Salt Creek (also known as Bidwell Creek and Bairds Creek)	C	Ont. 117-53
Genesee River	C	Ont. 117-56-1
Beards Creek	C	Ont. 117-60
Trib. of Beards Creek		Ont. 117-56-1
Trib. of Beards Creek		Ont. 117-56
Leicester Quad		
Beards Creek Con't	C	Ont. 117-60
Trib. of Beards Creek	C	Ont. 117-61
		Ont. 117-62
Sonyea Quad		
Genesee River – by power plant	A	
Allens Creek (Trib of Canaseraga)	C	
Buck Run	C	Ont. 117-66
4 Tribs. of Buck Run	C	Ont. 117-66
Tuscarora Creek	C	Ont. 117-68
Keshequa Creek	A	Ont. 117-66.3
Trib. of Keshequa Creek	C	Ont. 117.66
Keshequa Creek Tribs	C	Ont. 117.3-66
Cooperville Creek	C	Ont. 117-66
Trib		Ont. 117-66.3
		Ont. 117-66.1

Location	Classification	Number
Railroad Splits		
Nunda Branch		None
Swain Branch		Unknown
New Tribs. of the Genesee River		Ont. 117-83
Letchworth Boundary		Ont. 117-86
Portageville at Genesee River	B	Ont. 117-93
		Ont. 117-94
Wyoming County		
Portageville Quad		
Trib. 94	C	Ont. 117-94
Trib. 94a	C	Ont. 117-94a
Trib. 95	C	Ont. 117-95
Allegany County		
Trib. 99	C	Ont. 117-99
Wiscoy Creek	C(T)	Ont. 117-104
Fillmore Quad		
Trib. 116	D	Ont. 117-116
Cold Creek	C	Ont. 117-118
Trib. 121	C	Ont. 117-121
Houghton Quad		
Trib. 122	C	Ont. 117-122
Trib. 124	C	Ont. 117-124
Trib. 125	C	Ont. 117-125
Houghton Creek	C	Ont. 117-128
Trib. 130	C	Ont. 117-130
Trib. 131	C(T)(S)	Ont. 117-131
Trib. 132	C	Ont. 117-132
Trib. 133		Ont. 117-133
Caneadea Creek	C	Ont. 117-136
Trib. 137	C	Ont. 117-137
Trib. 138	C	Ont. 117-138
Black Creek Quad		
Crawford Creek	C	Ont. 117-140
Trib. 144	C	Ont. 117-144
Trib. 148-8	C	Ont. 117-148.8
Trib. 148	C	Ont. 117-148
Trib. 148-12	C	Ont. 117-148-12
Cuba Quad		
Oil Creek	A	PA 53-54-11
Cattaraugus County		
Hinsdale Quad		
Oil Creek	A	PA 53-54-11
Ischua Creek	A	PA 53-54-10

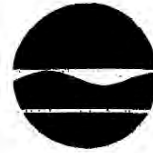
Appendix H - Eligibility for Inclusion in State and National Registers of Historic Places

New York State
Department of Environmental Conservation
Bureau of Public Lands
50 Wolf Road, Albany, NY 12233-4255
(518) 457-7433 fax (518) 457-8988

RECEIVED

DEC 02 1997

REGIONAL SUPERVISOR
NATURAL RESOURCES
DEC REGION #8



John P. Cahill
Commissioner

FYI
TO BRIANS
- D.H.

MEMORANDUM


November 25, 1997

TO: Sandra Brennan, Natural Resource Supervisor, Region 8
John Dahl, Acting Natural Resource Supervisor, Region 9

FROM: Charles Vandrei

SUBJECT: State/National Register Eligibility
Genesee Valley Canal (Genesee Greenway)
Monroe/Livingston/Allegany/Wyoming/Cattaraugus Counties

Attached is a determination of eligibility for inclusion in the State and National Registers of Historic Places for the Genesee Valley Canal/Railroad corridor. This includes much of the route of the developing Genesee Greenway. I believe that the Friends of the Genesee Valley Greenway requested this evaluation. This determination has implications for repair and restoration of structural features such as bridges, locks, culverts and the like, along the corridor. Any plans for removal, repair or reconstruction along the corridor will need to take the State and National Register status of the resource into consideration and we will need to comply with the requirements of the State Historic Preservation Act. Generally this means that in the context of planning and designing repairs and improvements we may need to seek comments from the Office of Parks, Recreation and Historic Preservation. They may suggest design changes that would prevent impacts to historic features of the corridor. I can assist you in fulfilling these requirements. Should you have any questions please call or E-mail me.


Agency Historic Preservation Officer

cc: T. Wolfe
F. Sheehan
R. Kuhn, OPRHP



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

Bernadette Castro
Commissioner

ELIGIBILITY EVALUATION

DATE: 30Apr97 STAFF: EABJ

PROPERTY: Genesee Valley Canal MCD: Multiple MCDs
ADDRESS: Fr Roch to Millgrove COUNTY: Monroe/Livingston/Allegany
PROJECT REF: 96PR1420 Wyoming/Cattaraugus

- I. Property is individually listed on SR/NR: _____
name of listing
 Property is a contributing component of a SR/NR district: _____
name of district
- II. Property appears to meet eligibility criteria.
 Property contributes to a district which appears to meet
eligibility criteria. Pre SRB: Post SRB: _____
SRB date

National Register Criteria for Evaluation:

- A. Associated with events that have made a significant contribution to the broad patterns of our history;
B. Associated with the lives of persons significant in our past;
C. Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
D. Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Genesee Valley Canal is historically and architecturally significant under criteria A and C. Completed in 1861 and discontinued in 1878, the Genesee Valley Canal had a short life as a transportation network to move goods and persons from Rochester to the southern tier of New York State much like the Erie Canal assisted in the same moving westward. The privately-owned railroads were insufficient to fulfill the needs of this area of western NY at the turn of the nineteenth-century and it was thought that a fully-developed publicly-funded canal system would meet those needs. Discussions began in 1825 and with the help of a survey completed by engineer Frederick Mills, it was determined that a north-south route utilizing the Genesee River would be the ideal choice.

Construction began in 1837 from the Erie Canal in Rochester and the first section to Mount Morris opened in 1840. Small sections were completed sporadically; however, due to a number of construction and financial delays, the entire stretch to Millgrove, just southeast of Olean, would not be completed for yet another 21 years. The ultimate demise of the Genesee Valley Canal was due in large part to the State of Pennsylvania's withdrawal from an agreement to link the canal to the Ohio River creating an continuous waterway from the East Coast to New

An Equal Opportunity/Affirmative Action Agency

Orleans. Combined with protests from nearby mill owners who were deprived of their water in times of drought; unsafe sections of the canal that were prone to landslides and cave-ins; labor and maintenance problems; and the depression of 1837, the future of the Genesee Valley Canal was doomed for almost certain failure. In its brief existence the Genesee Valley Canal was instrumental in the development and expansion of this portion of NY and subsequently the development westward. The agricultural and industrial opportunities created as a direct result of the ability to move goods and persons in a faster and more economical fashion than the alternative modes of transportation of that day assisted in this development. In 1882, the Genesee Valley Canal Railroad, which later became the Pennsylvania Railroad, was constructed within the canal prism. Because this continued the development of and assisted in the migration to this region, the railroad and all its components are also historically significant.

The entire length of the Genesee Valley Canal is eligible as well as all of its associated components including bridges, locks, aqueducts, dams, culverts and any other features that are directly associated with the canal and the railroad.

Appendix I - List of Culverts and Other Structures

Culvert List--Genesee Valley Canal

*Compiled by David L. Kipp
 Canal Society of New York State
 August, 1998*

The following information was developed from topographic maps, 1839 engineering section maps provided by Craig Williams of the NY State Museum, Henry Baxter field notes and some field work by Dave Kipp. (Culvert #'s where available were supplied by Henry Baxter)

One needs to have the appropriate topographic map available when using this list to correlate place names to canal structures locations. This is primarily a culvert list, so information on other types of structures is sketchy.

This list does NOT cover the Dansville Sidecut and the Olean to Millgrove Extension

DISCLAIMER: Just because a culvert or other structure is on this list does not guarantee it is still there (or ever was there due to design changes). Source documents are often difficult to read and interpret making existence and location of some structures uncertain. A field survey relating to modern landmarks is a must to make this an accurate list.

STRUCTURE	LOCATION	STREAM	NOTES
Junction with Erie Canal	Broad St, just west of intersection with Main St. Rochester		
Mud Lock	Near intersection of Trowbridge and Troup Streets		Site only
Lock #1	Just n. of where Plymouth Ave crosses canal line		Site only
Guard Lock #1	At Erie Canal Feeder dam		Site only
Culvert	Between Plymouth & Genesee St., just n. of Brooks Ave.		
Culverts (4)	Between Genesee River and Weidner Road		
Culvert	Just s. of Weidner Road		
Waste weir	Just s. of Scottsville Road cross of canal line		
Culvert	Few hundred feet s. of Scottsville Road cross of canal line	Little Black Creek	
Culvert #10 (2 arches)	1/4 mile n. of Ballantyne Road	Black Creek	Sometimes called Black Creek Aqueduct

STRUCTURE	LOCATION	STREAM	NOTES
Lock #2 "Dumpling Hill"	At the west end of Coates Road 1 mile s. of Brook Road		Intact, cleared
Culvert	Just s. of Thruway crossing		
Culvert	1/2 way between Chili-Wheatland Townline Road and Rt. 253		
Lock #3	Just n. of Oatka Cr. (called Allen's Cr. on older maps)		Site only
Scottsville Feeder&Dam	Taps into Oatka Cr. about 100 yards w. of canal crossing		
Feeder Gates	At s. end of feeder channel in Scottsville		
Aqueduct	At Canawaugus Park in Scottsville	Oatka Creek, formerly Allen's Creek	RR bridge rests on aqueduct abutments
Culvert C12	~1000 ft. s. of Oatka Cr.		
Culvert C13	~1500 ft. s. of Oatka Cr.		
Culvert C14	1/4 mile n. of Rt. 251		Identified by H. Baxter, not obvious on topo
Culvert C15	1 mile s. of Rt. 251		Identified by H. Baxter, not obvious on topo
Culvert C16	Just n. of Monroe/Livingston County Line		
Culvert C17	Just s. of Lehigh Valley RR crossing		
Culvert C18	1500 ft. s. of Power Line	Dugan Creek	Double arch per H. Baxter
Culvert	Near River Rd/Cameron Rd intersection		
Culvert	Near River Rd/Grant Rd intersection		
Culvert	1.2 miles n. of Rt. 5		
Culvert	2000 ft. n. of Rt. 5	White Creek	
Lock #4	Just n. of Rt. 20		Pit only
Culvert	1/2 mile s. of Rt. 20	Sacketts Brook (1839)/Christie Creek (now)	
Culvert	1/2 mile s. of Sacketts/Christie Cr.		
Culvert	1000 ft. n. of Lock 5 site		
Lock #5	1.5 miles s. of Sacketts/Christie Cr.		Some chamber wall

			stones
Culvert	1000 ft. s. of Lock 5 site		
Culvert	1000 ft. n. of Fowlerville Rd		
Culvert	300 ft. n. of Fowlerville Rd.		
Culvert	300 ft. s. of Fowlerville Rd.		
Culvert	600 ft. s. of Fowlerville Rd.		
Culvert	1.5 miles n. of York Landing		
Culvert	1.0 miles n. of York Landing	Gilmore's Cr. (1839)/ Brown's Cr. (now)	
Culvert	1000 ft. s. of York Landing		
Culvert	Just n. of Lock #6		
Lock # 6 site	1.5 miles n. of Rt. 63		Pit only
Culvert	1/2 mile s. of Lock #6 site		
Culvert	3/4 mile n. of Rt. 63		
Culvert	1000 ft. n. of Rt. 63		
Culvert	1000 ft. s. of Rt. 63		
Culvert	Just s. of Chandler Rd.		
Culvert	1.2 miles n. of Cuylerville		
Culvert	Just s. of Cuylerville basin		
Culvert/Aque duct	1/2 mile s. of Cuylerville	Little Beards Creek	
Lock #7	1000 ft. n. of Jones Bridge Road		Site only
Culvert	1 mile n. of Genesee River		
Lock #8	Few hundred feet n. of Rt. 36		Site only
Guard Lock #2	Site on n. edge of Genesee River, just, w. of Rt. 36	N. end of Genesee River level crossing	Site only
Lock #9	s. edge of Genesee River		Pit only
Lock #10	200 ft. s. of Genesee River		Site only
Culvert	3/4 mile s. of Rt. 408	Allen's Creek	
Culvert	1.2 miles s. of Rt. 408	Buck Run Creek	
Waste weir	Near intersection of Rt. 36 and Cleveland Rd.		
Culvert	Near intersection of Rt. 36 and Dutch St.		
Culvert	Near intersection of Rt. 36 and Ridge Rd.	Tuscarora Creek	
Aqueduct	Just n. of junction of main canal with side cut to Dansville	Keshequa Creek	
Locks 11-25	In Keshequa Gorge		
Culvert	At entrance into town of Tuscarora		

STRUCTURE	LOCATION	STREAM	NOTES
Locks 26,27	In town of Tuscarora		
Culvert	Few hundred ft. s. of County Rt. 3 in Tuscarora		
Lock 28	1/2 mile s. of County Rt. 3		Partial chamber walls
Culvert	1/2 mile n. of Dudley Rd		Dive per H. Baxter
Locks 29-36	In Keshequa Creek valley		
Culvert	Just s. of Creek Rd.		
Lock 37			
Culvert	Just s. of Pentegass Rd		
Locks 38-41			
Culvert	Just n. of Rt. 408		
Locks 42-44	In village of Nunda		
Locks 45-53	Between Nunda and Oakland Road		
Locks 54-60	Between Oakland Road and beginning of Deep Cut		
Culvert	500 ft. w. of Williams Road		Waste Weir?
Culvert	1/4 mile w. of intersection of Williams and River Road		
Culvert	1/2 mile w. of intersection of Williams and River Road		
Culvert	1/2 mile e. of Letchworth Park road crossing		
Culvert	Across from Letchworth Park Inspiration Point (down from Parade Ground)		Large 180 degree arch
Tunnel	Under Portage/Tunnel Hill (abandoned)		No access
Waste Weir	Just n. of Slide Area		Weir dumped into Genesee Canyon
Culverts (2)	Between Middle and Upper Falls		
Aqueduct	At Portageville to cross from e. to w. side of Genesee River	Genesee River	400 ft. long wooden trunk on 7 stone piers and 2 massive abutments
Culvert	1/2 mile s. of Whiskey Bridge		
Culvert	1 mile s. of Whiskey Bridge		
Culvert	1/4 mile s. of Bluestone Quarry		
Culvert	1.25 miles n. of Minard Road		
Culvert	1 mile n. of Minard Road		
Culvert	1/2 mile n. of Minard Road		
Culvert	1/4 mile n. of Minard Road		

STRUCTURE	LOCATION	STREAM	NOTES
Lock 61	1000 ft. n. of Minard Road		
Culvert	500 ft. s. of Minard Road		
Lock 62	1/4 mile s. of Minard Road		
Aqueduct		Wischoy Creek	
Feeder	Parallel to West River Road at Rt. 19A		Dam on Wischoy Creek
Culvert	500 ft. s. of West River Road		
Lock 63	1 mile s. of West River Road		
Culvert	1.5 miles s. of West River Road		
Lock 64	1.25 miles e. of 19A/West River Road Intersection		
Lock 65	1 miles e. of 19A/West River Road Intersection		
Lock 66	3/4 mile e. of 19A/West River Road Intersection		
Culvert	500 ft. w. of 19A/West River Road Intersection		
Culvert	1/2 mile w. of 19A/West River Road Intersection		
Aqueduct	Few hundred feet s. of Route 19	Cold Creek	
Culvert	1.5 miles s. of Fillmore		
Culvert	3/4 Mile n. of Lattice Bridge Road		
Culvert	1500 ft. n. of Lattice Bridge Road		
Lock 67	3/4 Mile s. of Lattice Bridge Road		
Culvert/Aqueduct	Across from Houghton College bluff	Houghton Creek	
Lock 68	1/4 mile n. of Depot/Railroad St.		
Culvert	1/2 mile n. of Sand Hill Road		
Lock 69	1/2 mile n. of Sand Hill Road		
Lock 70	1/4 mile n. of Sand Hill Road		
Culvert	1/2 mile s. of Sand Hill Road		
Lock 71	1 mile s. of Sand Hill Road		
Aqueduct	Caneadea (s. edge of town)	Caneadea Creek	
Culvert	1/3 mile s. of Caneadea Creek Aqueduct		
Culvert	1/2 mile s. of Caneadea Creek Aqueduct		
Culvert	3/4 mile s. of Caneadea Creek Aqueduct		
Lock 72	1/4 mile n. of Crawford Creek Road		Oramel
Lock 73	1000 ft. n. of Crawford Creek Road		Oramel
Lock 74	500 ft. n. of Crawford Creek Road		Oramel
Lock 75	500 ft. s. of Crawford Creek Road		Oramel
Lock 76	1000 ft. s. of Crawford Creek Road		Oramel

STRUCTURE	LOCATION	STREAM	NOTES
Lock 77	1/4 mile s. of Crawford Creek Road		Oramel
Culvert	1/2 mile s. of Crawford Creek Road		
Culvert	3/4 mile s. of Crawford Creek Road		
Lock 78	1/4 mile s. of Erie/Lackawanna RR		
Lock 79	1/4 mile n. of Belfast Canal Warehouse		
Lock 80	200 ft. n. of Gleason Hill Road		
Culvert	200 ft. s. of Gleason Hill Road		
Lock 81	3/4 mile s. of Gleason Hill Road		
Lock 82	1 mile s. of Gleason Hill Road		
Lock 83	3/4 mile n. of Lake Road		
Lock 84	2/3 mile n. of Lake Road		
Lock 85	1/2 mile n. of Lake Road		
Lock 86	1/3 mile n. of Lake Road		
Waste Weir	Near intersection of Lake Road and canal		
Lock 87	100 ft. s. of intersection of Lake Road & Canal		
Lock 88	500 ft. s. of intersection of Lake Road & Canal		
Lock 89	1000 ft. s. of intersection of Lake Road & Canal (at end of road to Rockville Res.)		
Lock 90	1000 ft. n. of Rockville crossroads (Gleason Hill Road)		
Culvert	500 ft. n. of Rt. 305 crossing		
Lock 91	1000 ft. s. of Rt. 305 crossing		
Lock 92	1 mile s. of Rt. 305 crossing		
Culvert	1 1/4 mile s. of Rt. 305 crossing		
Lock 93	1 1/2 mile s. of Rt. 305 crossing		
Lock 94	1 1/2 mile n. of Tibbetts Hill Road		
Lock 95	1 1/4 mile n. of Tibbetts Hill Road		
Lock 96	1 mile n. of Tibbetts Hill Road		
Culvert	1/2 mile n. of Tibbetts Hill Road		
Lock 97	1/4 mile n. of Tibbetts Hill Road (north end of summit level)		
Culvert	1000 ft. s. of Hyde Flats Road		
Culvert	1/2 mile s. of Hyde Flats Road		
Culvert	1 mile s. of Hyde Flats Road		
Culvert	At Erie/Lackawanna crossing, 1/4 mile n. of South Road	Black Creek	
Feeder	From Oil Creek Reservoir 1/3 mile s. of Jackson Hill Road		
Culvert	1/2 mile s. of Jackson Hill Road		
Culvert	1/4 mile n. of Rt. 305	Champline	

		Cr, now Tannery Creek	
Culvert	1/2 mile s. of Rt. 305	Griffin Creek	
Culvert	1 mile s. of Rt. 305		
Culvert	1 1/2 mile s. of Rt. 305		
Culvert	2 miles s. of Rt. 305		
Culvert	1/4 mile n. of Underwood Road		
Feeder	From Ischua Creek dam and feeder	Ischua Creek	
Lock 98	Just n. of Underwood Road		South end of summit level
Lock 99	Just s. of Underwood Road		
Lock 100	1/4 mile s. of Underwood Road		
Lock 101	1/2 mile n. of Flanigan Road		Hinsdale
Culvert	1/2 mile s. of Flanigan Road		
Culvert	1/4 mile n. of Lock 102		
Lock 102	3/4 mile s. of Gile Hollow Road		
Culvert	1 3/4 miles s. of Lock 102		
Culvert	2 miles s. of Lock 102		
Lock 103	1/2 mile n. of Olean Creek		
Aqueduct		Olean Creek	
Lock 104	Just s. of Olean Creek		
Junction	Proposed route to Allegheny River with Locks 105 & 106 & extension to Millgrove		Locks 105/6 were never built

Appendix J - Memorandum of Agreement

Memorandum of Agreement

Between

The Incorporated Friends of the Genesee Valley Greenway

And

The New York State Office of Parks, Recreation and Historic Preservation

By this agreement, Friends of the Genesee Valley Greenway and the New York State Office of Parks Recreation and Historic Preservation confirm and acknowledge the following:

1. The Friends of the Genesee Valley Greenway ("Friends") is a Type B Corporation under Section 201 of the Not for Profit Corporation Law of the State of New York, whose mission is: to establish and maintain a public, multi-use trail and natural corridor along the abandoned Genesee Valley Canal and its successor, the Pennsylvania Railroad, Rochester Branch, from the Erie Canal Heritage Trail in Rochester to Hinsdale in Cattaraugus County; and, to preserve the historic and cultural resources associated with the Greenway. The New York State Office of Parks, Recreation and Historic Preservation ("OPRHP") is an agency within the Executive Department of New York State government.

The Friends and OPRHP (the "Parties") have mutual and complementary interests in the development, interpretation, operation, maintenance, and long term management of the Genesee Valley Greenway (the "Facility" or "Greenway") and the preservation of historic and cultural resources associated with the Greenway, and the Parties desire to cooperate with one another in the development and implementation of a Management Plan (the "Plan") to accomplish this goal. The relationship between the Friends and OPRHP with regard to the Plan is set forth in detail in Appendix 1 of this Agreement.

2. The Friends acknowledge that the liaison for OPRHP with the Friends for all programmatic and business relations shall be the Regional Director or his/her designee ("Parks Contact"), who shall be invited to attend all meetings of the Friends that are open to the general membership. The Facility Manager or Parks Contact can neither serve as a director nor an ex-officio member of the Board of Directors of the Friends. OPRHP acknowledges that the representative of the Friends for all official programmatic and business relations shall be the President of the Friends or the President's designee.
3. The Friends agree to abide by all laws regarding the required internal structure and operations of their organization including maintaining an Audit Committee and a Board of Directors/Trustees if applicable.
4. The Friends, in furtherance of its purpose to support the Facility, and public education programs at the Facility, shall keep OPRHP fully informed as to its activities and plans through the Parks Contact.

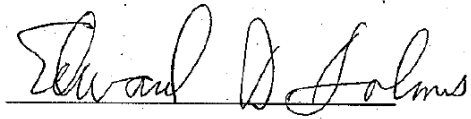
5. In the event that there is an access fee to the Facility, members of the Friends shall have access to the Facility at no charge upon the authorization of the Parks Contact and only in connection with pre-approved activities they are volunteering for at the Facility.
6. The Friends shall not undertake or conduct any activity at the Facility or bring any property to the Facility without prior approval of OPRHP. The Friends will not undertake or conduct any activity contrary to their Certificate of Incorporation, By-Laws or Mission Statement. The Friends understand that certain activities it may wish to conduct at the Facility are complex enough that permission therefor will require a supplementary agreement between OPRHP and the Friends. The determination of whether a proposed activity rises to that level is within the sole discretion of OPRHP.
7. When OPRHP receives such requests for approval of activities at the Facility, OPRHP shall determine whether liability insurance shall be required of the Friends for that activity. Any such or other insurance required to be held by the Friends pursuant to this agreement shall be the primary coverage for the volunteers.
8. All volunteers of the Friends shall be registered as volunteers with OPRHP by completing a Volunteer Service Agreement once each year. OPRHP shall, during the period of service, provide for each registered volunteer Worker's Compensation coverage to the extent provided by law. Each registered volunteer will receive defense and indemnification pursuant to the Public Officers Law §17 for incidents arising out of their volunteer service. Registered volunteers of the Friends agree to promptly notify OPRHP of any injuries or incidents in a timely manner for processing. This paragraph does not apply to paid employees of the Friends.
9. To the extent required by Article 15 of the Executive Law (also known as the Human Rights Law) and all other State and Federal statutory and constitutional non-discrimination provisions, Friends will not discriminate against any volunteer, employee or applicant for employment or membership because of race, creed, color, sex, national origin, sexual orientation, age, disability, genetic predisposition or carrier status, or marital status.
10. Friends agree that all funds and property received by the Friends will be expended, distributed and applied in a manner consistent with the provisions of their Certificate of Incorporation, By-Laws, Mission Statement, if applicable, Accounting Policies and Procedures Manual, if applicable, and any other legal restrictions.
11. In order to ensure that the goals of OPRHP and the Friends are complementary, the Friends and OPRHP shall cooperate and exchange planning documents, grant applications and other such initiatives and proposals as appropriate pertaining to the physical and programmatic development of the Facility and shall allow for the timely review and comment of said documents by the appropriate party prior to submission or final approval.
12. Any and all exhibit equipment, supplies, materials, collections or other items which are donated by the Friends to OPRHP shall be transferred on the forms and according to the

procedures adopted by OPRHP for such purposes with conditions (if any) of the donation so noted on the proper form.

13. The Friends and OPRHP agree to provide one another with information regarding their respective annual operating and capital budgets in support of the Facility in a timely manner and in a manner that is consistent with New York State Finance Law.
14. The Friends certify that they keep and maintain the following governing documents, if applicable: (1) Certificate of Incorporation; (2) Any and all Certificates of Amendment; (3) Mission Statement (4) By-Laws; (5) Internal Revenue Service Determination Letter and (6) for Education Corporations, a Code of Ethics. OPRHP highly recommends that all Friends also maintain a Code of Ethics, an Accounting Policy and Procedures Manual or other formal financial policies.
15. The Friends agree that all required federal and state filings, including tax filings, will be timely submitted to their respective agencies.
16. This agreement supersedes and terminates any prior agreement between the parties. The term of this agreement shall be five (5) years. Either party may terminate this agreement at any time prior to the expiration of the five (5) year term upon ninety (90) days written notice to the other party. This agreement shall terminate automatically in the event of the dissolution of the Friends and/or, if applicable, Friends' loss of Federal 501(c)(3) tax exempt status and/or New York State education corporation or not-for-profit corporation status.
17. This agreement may not be amended, modified or otherwise changed unless done in writing and signed by both parties.

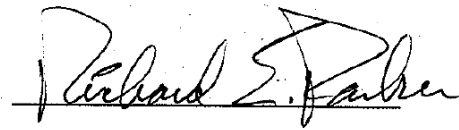
****Signature Page Follows****

1/6/2012
Date



Edward Holmes
President,
Friends of the Genesee Valley Greenway

1-9-12
Date



Rich Parker
Regional Director,
Genesee Region

1/23/12
Date



Andy Beers
Executive Deputy Commissioner
New York State Office of Parks, Recreation
and Historic Preservation

Appendix 1

- 1 OPRHP and Friends will cooperate in the development, operation, maintenance, and interpretation of the Greenway, all in accordance with the Management Plan (the "Plan") to be developed. As owner of the Greenway and on behalf of the People of the State of New York, OPRHP will have primary responsibility to develop, implement, and amend the Plan. All amendments to the Plan shall be jointly reviewed by the Parties; however OPRHP shall have final approval of the Plan.

The Parties agree to consult with one another and, if necessary, the Friends shall obtain approval from OPRHP, before conducting or undertaking activities in accordance with the Plan. The Parties shall jointly review all plans for construction, installation, and modification of all facilities and improvement to the Greenway. OPRHP shall provide final approval of all plans for construction, installation, and modification of all facilities and improvements to the Greenway after joint review is complete. The initiator of a project shall provide the other parties 48 hours notice prior to commencing construction on the project.

3. OPRHP shall be responsible for maintenance, inspection, and repairs to major structures such as bridges and culverts on the Greenway. The Parties shall be responsible for identifying historic structures on the Greenway. Decisions involving repair of the historic structures shall be made in conformance to the Secretary of Interior's Standards and Guidelines for Archeology and Historic Preservation.
4. The Parties will cooperate in obtaining funds for the development, operation, maintenance, and interpretation of the Greenway. OPRHP will be responsible for the administration of their budgetary funds and will consult with the Friends concerning expenditures. The Friends will administer any grant funds it obtains on behalf of the Greenway and will coordinate with OPRHP regarding expenditures contemplated. The Parties shall cooperatively develop, on an annual basis, during each January, a work-plan and proposed budget with funding sources, for operation, maintenance, interpretation and development of the Greenway. The Parties further agree to meet at least quarterly.

The Parties agree to provide each another with information regarding their respective annual operating and capital budgets and expenditures to the extent such is available, in support of the Greenway in a timely manner and in a manner that is consistent with New York State finance law. On an annual basis, the Friends shall supply OPRHP a copy of their NYS Department of State Charities Registration Report. In accordance with the Friend's By-laws, all funds and property received by the Friends shall be utilized for the benefit of the Greenway.

- 6 OPRHP shall have responsibility for enforcing the laws and regulations applicable to the Greenway. OPRHP may cooperate with other enforcement agencies to enforce laws and regulations applicable to the Greenway. The Friends shall cooperate with officials, offices, and agencies, regarding security and emergency services on the Greenway, report apparent violations to the appropriate agency, and educate trail users of allowable uses and the rules and regulations associated with the Greenway.

7. The Friends and OPRHP shall be identified on signs, publications, and pamphlets relating to the Greenway. The content and distribution of publications, and pamphlets about the Greenway developed by the Parties shall be subject to joint review by the Parties. The content and location of all signs on or affecting the use of the Greenway shall be developed in accordance with the Signage Policy contained in the Plan and shall be subject to joint review by the Parties. OPRHP shall have final approval on all matters relating to signs.
8. OPRHP, and the Friends will encourage, assist, and recognize volunteer citizen involvement in the development, interpretation, operation, and maintenance of the Greenway. Individuals and organizations who maintain portions of the Greenway will sign an Adopt-a-Trail Agreement with the Parties. OPRHP agrees, during the period of service, to provide volunteers with Worker's Compensation coverage to the extent provided by law. Any injury resulting from operation, maintenance, development and/or monitoring of the Greenway shall be promptly reported to OPRHP, who shall process a claim under the Worker's Compensation Law. The Friends shall coordinate volunteer activities and the Adopt-a-Trail Program. Copies of Adopt-a-Trail Agreements, Volunteer Service Forms, and Adopt-a-Trail Work Report Forms will be promptly forwarded to OPRHP. Volunteer Service Forms will be submitted on an annual basis. Each adopter is responsible for providing forms for new volunteers or updates to existing forms during the term of their Agreement.
9. Notice pursuant to this Agreement shall be provided to:

Parks, Genesee Region at:
Regional Director
Western District, Genesee Region
1 Letchworth State Park
Castile, New York 14427-1124
(585) 493-3600

Parks, Allegany Region at:
Regional Director
Allegany Region
Allegany State Park RD 1
Salamanca, New York 14779
(716) 354-9101

The Friends at:
President
Friends of the Genesee Valley Greenway
Post Office Box 42
6111 Visitor Center Road
Mount Morris, New York 14510-0042
(585) 658-2569

Appendix K - History of the Genesee Valley Greenway State Park

The Genesee Valley Greenway State Park is developed on lands that had formerly been part of the Genesee Valley Canal and the Pennsylvania Railroad. The history of the greenway starts with the history of those two transportation elements, including their development and eventual decline. After the abandonment of these two facilities the land eventually became available for purchase and has gone through several iterations of ownership. The entire corridor is now under the ownership and management of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The greenway is managed for the enjoyment of the general public along with partners such as the Friends of the Genesee Valley Greenway State Park (FOGVG).

Genesee Valley Canal 1840-1878

The Genesee Valley Canal was built to provide transportation through the Genesee River Valley between the Erie Canal and the Allegheny River at Millgrove Pond, near Olean. It was intended that boats would then be able to travel down the Allegheny to Pittsburgh and from there to the Ohio River, the Mississippi and the Gulf of Mexico. This vision was never fulfilled because the needed improvements were never made in the Allegheny River in Pennsylvania which would have allowed this to happen.

The canal provided transportation for the region's residents and access to distant and lucrative markets for their agricultural products, lumber, coal, and gypsum. Its connection to the Erie Canal also made it easier and cheaper to acquire manufactured goods and other supplies from the industrial centers to the east. One of several lateral canals that branched off the successful Erie Canal, the Genesee Valley Canal never made enough money to pay for its \$6.7 million construction costs or its maintenance, but it did encourage the development of communities along its course.

Building the canal proved to be a great challenge, especially between Sonyea and Portageville where the challenges included: construction of forty-nine locks within eleven miles; the removal of 600,000 cubic yards of earth; the failed attempt to build a 1000 foot tunnel through a hill across from the Middle Falls; the need to blast out the canal prism from the side of the Genesee gorge; construction of a wooden trough for the canal through the slide area; and the construction of a 400-foot aqueduct across the Genesee River. Maintenance of the wooden trough also proved to be challenging. Repairing breaks in the canal due to the flashy nature of Keshequa Creek continually presented the canal operators with problems and expense.

In addition, several lakes had to be created to supply water for the canal to supplement the natural creeks and streams along the route. Rockville Lake in Rockville, the Oil Creek Reservoir (now Cuba Lake) and a third reservoir on Ischua Creek were all created for this purpose.

As completed, the canal was 107 miles long, with an additional 11-mile side cut to Dansville. Its dimensions were equal to that of the original Erie Canal: 42 feet wide at the top, 26 feet wide at the bottom and four feet deep. The banks were 7 feet high, putting the towpath and the tops of the embankments 3 feet above the water line. The locks were 90 feet long and 15 feet wide. One hundred six lift locks and five guard locks were required for the main line of the canal; eight

locks were used on the Dansville side cut. At 1488 feet, the summit level of the canal north of Cuba was the highest canal elevation in the world.

Passenger boats were drawn by three-horse teams or mules at a speed of about four miles per hour. The largest boats on the canal carried freight. They were 78 feet long and 14 feet wide and drew 3.5 feet of water when loaded. They could carry about 75 tons of cargo and traveled at about two miles per hour. The greatest amount of tonnage was transported on the canal in 1854: 158,940 tons. It was the only year that the canal made a profit.

By 1862 the main Line of Public Works and Pennsylvania Railroad had been completed, opening up the interior of Pennsylvania without depending on New York, and there was no interest in improving the Allegheny River. Instead, the Buffalo, Bradford and Pittsburgh Railroad, connecting to the river at Carrollton, west of Olean, was used as a reason to continue building the canal. On June 4, 1877, the legislature approved abandonment of the canal, because it had become obsolete, on or after September 30, 1878. The canal was sold on November 6, 1880 to the Genesee Valley Canal Railroad, which had been chartered 15 July of that year.

Railroads 1882-1963/1971

By October 1, 1882, the Genesee Valley Canal Railroad began running trains between Rochester and Hinsdale in Cattaraugus County, a distance of 98.37 miles. At Hinsdale, the trains joined the tracks of the main Buffalo, New York and Philadelphia Railroad line to travel on to Olean.

For much of its length, the tracks were laid on the towpath of the canal, but in some areas the track alignment deviated from the towpath where the curves of the old towpath proved too sharp and unsafe for trains to travel. Occasionally these changes necessitated the purchase of additional land. In other areas, the tracks were laid within the canal prism.

Only between Tuscarora and Oakland in Livingston County did the route of the railroad differ significantly from that of the canal. There were two reasons: the railroad builders determined the grades were too steep for trains and, from Nunda Junction to at least Tuscarora, a rail line had already been developed earlier at a different location. The chosen route meant that the main line completely bypassed the village of Nunda, causing its citizens to protest. To remedy the situation somewhat, the Buffalo, New York and Philadelphia Railroad, backers of the Genesee Valley Canal Railroad, formed the Rochester, New York and Pennsylvania Railroad Company, and built a standard gauge railroad from Nunda Junction to the village of Nunda and south to Swains in the Town of Grove in Allegany County. This branch line was able to access the main line at Nunda Junction, north of the village of Nunda. (The Nunda Junction to Swains railroad, locally called the Swains Branch, used the bed of the former 18.5-mile, 3-foot gauge Rochester Nunda and Pennsylvania Railroad that was built in 1874 between Mt. Morris and Ross Junction, at the time that the Genesee Valley Canal was still in operation.) In 1908, this rail line was abandoned between the village of Nunda and Swains.

In 1882, the Buffalo, New York, and Philadelphia Railroad also constructed another branch line, the Genesee Valley Terminal Railroad. It extended from the main line Genesee Valley Canal Railroad at the rail yards on Scottsville Road (present day Fire Training Academy in Chili in Monroe County) two miles north to the New York Central & Hudson River Railroad at Lincoln

Park in Gates, allowing trains to continue on to the New York Central depot in Rochester. Passengers needed to use the New York Central station as the Pennsylvania had not completed their own depot at this time. All three companies, the Genesee Valley Canal Railroad, Rochester, New York and Pennsylvania Railroad Company, and Genesee Valley Terminal Railroad, together became known as the Rochester Branch of the Buffalo, New York & Philadelphia Railway.

Most of the towns along the Rochester Branch were served only by this one railroad, but a few communities such as Hinsdale, Cuba, Mt. Morris, Garbutt, and Scottsville were also served by other rail lines. At one time, six passenger trains and six to eight freight trains a day operated on the Rochester Branch between Rochester and Olean. In the early part of the twentieth century, a commuter train even ran daily between Nunda and Rochester. The Rochester Branch transported gypsum from Garbutt and salt from the mines at Retsof and Cuylerville to places throughout the country and brought coal from Pennsylvania to Rochester industries.

In 1907 the railroad gained one additional branch line when track was laid from the station at Scottsville to Garbutt in the Town of Wheatland in Monroe County. This track was used to bring gypsum and gypsum products to the main line from Garbutt's mines and manufacturing plants. The Great Depression saw the ruin of Garbutt's gypsum industry and the branch line closed in 1944.

In 1926 steam trains were replaced with gas electric cars called hoodlebugs or doodlebugs. Passenger service was reduced at this time as the railroad began to run mixed trains containing freight and passenger cars. Passenger service was eliminated in 1941 and as the US postal service began to use trucks to distribute mail, freight business further declined.

In 1962 the Pennsylvania Railroad petitioned the Interstate Commerce Commission for permission to abandon unprofitable lines, including the Rochester Branch in Livingston, Wyoming, Allegany and Cattaraugus counties. Permission was granted and the Rochester Branch was abandoned in 1963 from Wadsworth Junction, at the Livingston-Monroe County line, south to Hinsdale but remained active from Wadsworth Junction north to the City of Rochester. PennCentral trains traveled to Buffalo and then over the Lehigh Valley Black Diamond Line from Buffalo to Wadsworth Junction before joining the Pennsylvania track again for the journey into Rochester.

The Monroe County section of the Rochester Branch was abandoned between 1968 and 1971 and the tracks and ties removed between 1974 and 1977. The Rochester Yard area near the present day Fire Training Academy was used until the 1980s to get to Lincoln Park.

Scottsville Bicycle Path

Bicycling was at the height of its popularity in 1896. That year, U.S. factories produced more than 2,000,000 bicycles. But the city of Rochester had banned bicyclists from the sidewalks the year before, and the condition of the city's streets and roads made riding there impossible. Therefore, sidepath associations were organized to develop separate, cinder paths for riding in Rochester and the surrounding areas.

The Scottsville to Rochester sidepath was one of the first of its kind. It was located on the berm of the Genesee Valley Canal opposite its towpath. The Western New York and Pennsylvania Railway was operating on the tracks that had been laid on the towpath side of the prism after the canal ceased operation in 1878.

The 10-mile bicycle path between Genesee Valley Park and Scottsville opened in 1896 with a single file of riders leaving the park in a procession that stretched for more than four and one-half miles. The village of Scottsville decorated homes and businesses and provided refreshments to welcome the riders. Just like today's Greenway, volunteer labor was an important part of the side-path's development. District Attorney George W. Forsyth's remarks are as appropriate today as they were when the sidepath was opened in 1896 - "It enables hundreds of people to leave the close confines of the office for an exhilarating ride in the open air, and build up health and friendship between the people of separate communities." - Rochester Democrat and Chronicle, September 13, 1896.

The Rochester area's sidepath system reached its peak with 143 miles of paths in 1900, but declined and was abandoned by 1907 with the coming of the automobile and a growing interest in golf.

Rochester Gas and Electric Corporation (RG&E)

On August 2, 1963 RG&E purchased 4.5 miles of the canal prism from Black Creek south to the New York State Thruway bridge from Pennel Corporation. On December 11, RG&E purchased the corridor of the former Genesee Valley Canal and Western New York and Pennsylvania Railroad, Rochester Branch, from Wadsworth Junction in Livingston County south to Hinsdale in Cattaraugus County as well as the corridor of the former Swains Branch Railroad from Nunda Junction in Livingston County to the Town of Grove in Allegany County from Pennel Corporation for \$137,500 on a quit claim deed.

In February, 2000 RG&E sold the parcels to the State of New York, but retained the rights to utilize the property for present and future utility and communications transmission and distribution purposes, above ground, on ground and underground.

New York State Office of Parks, Recreation, and Historic Preservation (OPRHP)

In 1967 OPRHP purchased several sections of the canal and railroad corridor from RG&E. The acquisition, totaling 133.24 acres included: 1) from approximately 2000 feet south of Oakland Road in the Town of Portage, Livingston County, to Portageville in the Town of Genesee Falls in Wyoming County (this parcel contains locks 59 and 60); 2) from the Delaware Lackawanna & Western (now Genesee and Wyoming) Railroad junction south to Route 36, in the Town of Leicester; and 3) some of the corridor on the west side of Route 36, and other lands adjacent to the north entrance of Letchworth State Park, also in the Town of Leicester.

OPRHP acquired from Marlie Buchinger 23.02 acres of former Genesee Valley Canal lands in the Town of Portage in 1976. The property includes locks 54 through 58.

In 1978 OPRHP acquired an additional 4.56 acres of the corridor from RG&E which is the approximate 2000 feet of the railroad corridor south of Oakland Road not included in the 1967

acquisition. All these parcels were annexed to Letchworth State Park and the former rail bed and canal towpath in the Town of Portage became Trail #7 within the park.

OPRHP purchased 118 acres from Penn Central Corporation for \$155,000 on a quit claim deed in 1984. This purchase included 1) the rail bed from Wadsworth Junction north to Genesee Junction and from Little Black Creek north to approximately one mile south of the Erie Canal 2) the canal prism between approximately one mile south of the Erie Canal south to Little Black Creek, the short section between Black Creek and Genesee Junction and between the New York State Thruway bridge and Wadsworth Junction. This purchase represented one segment of the proposed state recreation trail known as the Old Genesee Valley Canal Trail. The Old Genesee Valley Canal Trail had been included as part of the New York State Canal Recreation Development Program, prepared jointly by OPRHP and DOT as part of the Statewide Recreation Planning Program as early as 1975.

OPRHP acquired several other parcels adjacent to the Greenway in 2000 and 2001 that provide enhancements to the Greenway experience and/or improve access to the trail. They include:

In 2000, 42 acres from RG&E which included the canal prism from Black Creek south to the New York State Thruway.

In 2000, a 1 acre parcel from RG&E, fronting on Brook Road in the Town of Chili, west of and adjacent to the Greenway. The parcel has been developed as a parking area for the Greenway and the lands owned by the Genesee Land Trust.

In 2001, a .86 acre parcel from RG&E, to the east of the Greenway and adjacent to and south of Little Black Creek in the Town of Chili. The parcel is being developed as a parking area and pocket park.

In 2001, a 1.2 acre parcel, from Georgia Radtke, located between the Greenway and the Genesee River, affording frontage on the river. The parcel is presently undeveloped.

Monroe County

1980s - The section of canal and railroad corridor within Monroe County was identified as the Penn Central Trail, one of the top four priority trails in Monroe County's Recreationway System. In 1986, after the State purchased the property, the County of Monroe entered into a Memorandum of Understanding (MOU) with OPRHP to cooperatively, develop, operate, and maintain this property for recreational purposes. Due to budget constraints, the County undertook no trail development.

1993 - The Monroe County Parks Department Director agreed to amend the MOU to continue to be involved with planning but no longer be responsible for development and operation. It was suggested that OPRHP enter into a new agreement with the Friends of the Genesee Valley Greenway State Park for development, operation, and maintenance of the trail.

1998 - The County of Monroe entered into a 99-year lease for all those sections of the Greenway located adjacent to the Fire Training Academy.

City of Rochester

1984 - Sections of the former canal and railroad corridor were purchased by the City of Rochester from Conrail (the purchase was authorized by City Council on Sept 25, 1984 - ordinance # 84-371). The purchase was a total of 39.6 acres and included parts of two separate rail lines: The Attica Branch and the Rochester Secondary Branch (these were Conrail names, not original names). The Rochester Secondary branch (20 acres) was the former Pennsylvania, Rochester Branch. At the time of the City's purchase, this line ran from Exchange St (about 750 feet south of the current Ford St) and generally followed the west bank of the river, slightly to the west of the Attica Branch. The line continued south through Genesee Valley Park to the south city line.

The current Genesee Riverway Trail, however, uses only portions of the former Genesee Valley Canal/Pennsylvania Railroad, Rochester Branch route: 1) in Genesee Valley Park near the intersection with Genesee Street north to the swimming pool parking lot on Elmwood Avenue and 2) 1800 feet north from the trail's intersection with Plymouth Avenue, north of the University of Rochester pedestrian bridge.

New York State Department of Environmental Conservation (DEC) and Finger Lakes Trail Conference (FLTC)

Mid 1980's - Officials from DEC and members of the FLTC discussed the possibility of the State acquiring the RG&E-owned portions of the corridor using Environmental Quality Bond Act (EQBA) funds. Negotiations began with RG&E, but did not progress far enough for a funding application to be submitted.

The FLTC members were familiar with the corridor. Since 1968, they have maintained the rail bed section within Letchworth State Park and south to Whiskey Bridge as part of the Letchworth Branch of the Finger Lakes Trail, and for 1.2 miles south of Whiskey Bridge as part of the main Finger Lakes Trail.

New York Parks and Conservation Association (NYPCA) (now Parks and Trails New York (PTNY)) and RG&E

1990 to 1994 - NYPCA and landowner RG&E initiated efforts to develop 50 miles of the historic transportation corridor between Rochester's Genesee Valley Park and Letchworth State Park as the Genesee Valley Greenway State Park. NYPCA began by soliciting input from user groups, business leaders, and local governments. The Genesee Valley River and Canal Greenway project was announced to the public and a 40-member steering committee convened on May 1, 1991. After numerous steering committee meetings, town meetings, inventories of the corridor, trail clearings, and local donations of labor and materials, two miles of the corridor were opened for public recreational use on July 25, 1992 in the Livingston County Village of Mt. Morris. The efforts were led by the Mt. Morris local greenway committee, operating as an ad hoc group under the Village of Mt. Morris, which had signed a licensing agreement with RG&E. Through the efforts of NYPCA and other local committees of volunteers, additional sections of Greenway were opened to the public in Livingston County in the Towns of Nunda and Portage in 1993.

NYPCA ceased its direct involvement with the Genesee Valley Greenway State Park in 1994 and in Monroe County, in the Town of Chili, in 1994.

Friends of the Genesee Valley Greenway State Park, Inc. (FOGVG)

1993 - NYPCA's goal was to launch the Genesee Valley Greenway State Park project and help develop a local organization that would be responsible for the Greenway's continued development and maintenance. In 1993, NYPCA convened interested citizens and representatives of user groups and local environmental organizations to discuss formation of not for profit friends group. After many meetings, a few members of the Rochester Bicycling Club agreed to serve as a nucleus for forming the Friends of the Genesee Valley Greenway State Park (FOGVG). Late in 1993, FOGVG became a 501(c)(3), New York State not for profit, type B corporation.

FOGVG's mission is to develop, maintain, and interpret the Genesee Valley Greenway State Park as a multi-use trail and historic and natural resource corridor between the Erie Canalway Trail in Rochester and Hinsdale, NY. FOGVG is governed by a 14-member Board of Directors composed of individuals living and working within the Greenway region. FOGVG local committees, which represent a geographic area encompassing one to three towns, and participants in the Adopt-A-Trail program, provide maintenance and oversight for all open sections of trail as well as input to the project partners on matters of planning and development. To ensure continued grass roots community involvement in decision making, all chairpersons of local committees are members of the FOGVG board. Five at-large directors are elected by the membership.

FOGVG's efforts are devoted to establishing additional miles and maintaining existing miles of the Greenway trail, preserving and interpreting historic and natural resources along the Greenway corridor, and developing communications, programs, activities and community partnerships that will stimulate use and enjoyment of the Greenway by residents of New York State, the nation, and the world. FOGVG's funds come from memberships, a year end appeal, and grants. FOGVG has provided public outreach services to the project through an ISTEA-supported contract with OPRHP.

1994 - Soon after its incorporation, FOGVG was asked if they wished to assist the State in preparing an application for Intermodal Surface Transportation Efficiency Act (ISTEA) funding for acquisition and development of the Greenway. As applicant, FOGVG wrote much of the application. DEC and OPRHP agreed to be the sponsors and provide the 20 percent matching funds. The FOGVG-DEC-OPRHP application was awarded funding in March of that year.

DEC, OPRHP, FOGVG Partnership

1994 - The Greenway partnership began in 1994 when FOGVG, as applicant, and DEC and OPRHP, as sponsors, were awarded \$2,063,440 in ISTEA Transportation Enhancement funds for development of the Genesee Valley Greenway State Park. NYSDEC and NYS OPRHP agreed to contribute \$515,860 for a total project cost of \$2,579,300. The project included:

Acquisition of the 80 miles of canal and railroad corridor owned by RG&E in Livingston, Wyoming, Allegany and Cattaraugus counties for \$268,500. In June 1997, the State of New York acquired a 30-foot wide permanent easement along the 80 miles of rail bed owned by RG&E for \$161,100. In 2000, the State paid RG&E an additional \$107,400 and took title to the entire corridor, including rail bed, canal prism, and other railroad and canal associated lands. Throughout the acquisition process, representatives of DEC, OPRHP, RG&E, and FOGVG met with adjacent landowners and others who may have used the rail bed in the past to describe the project, discuss their needs and concerns, and develop workable solutions. Any unresolved encroachments at the time that the State acquired title are being handled through existing State procedures.

Development of the northernmost 50 miles of corridor as a multi-use trail and greenway in Monroe and Livingston counties has involved clearing of brush and other encroaching vegetation, installation of gates and informational and directional signage, repair and replacement of culverts, repair of trail surface, stabilization and repair of historic culverts, and development of parking areas.

ISTEA funding for trail development was sought only for Monroe and Livingston counties, because that is where trail inventories had been conducted and volunteers had organized and initiated trail clearing efforts.

2000 - FOGVG, as applicant, and DEC, as sponsor, were awarded \$1,182,400 in federal TEA-21 funds. As sponsor, DEC will contribute \$295,600 to accomplish the following projects:

Acquisition, from a willing seller, of 15 miles of former Erie River Line/Conrail corridor in Allegany County between the Village of Cuba and the Genesee River in the Town of Belfast

Acquisition of the Erie makes economic sense and allows the Greenway to become fully functional more quickly than if only the former Pennsylvania rail bed is used. Use of the Erie corridor avoids substantial development costs because it can serve as a higher and drier detour around an area near Van Der Linden Pond where the Pennsylvania rail bed is flooded due to beaver activity. Also, as most bridges on the Erie corridor have not been removed as they have on the Pennsylvania, the trail can detour to the Erie in two locations, saving the cost of constructing new bridges. Installation of new decking over the existing bridges will make them suitable for trail use.

Other sections of the Erie, including three additional bridges, can be utilized to create loop trails involving both rail beds. Connections between the two beds are available at several lightly traveled cross roads.

Acquisition of the Erie corridor will also establish a link between the Greenway and the Village of Cuba, as well as provide a direct connection between the Greenway and the entrance drive of the Cuba-Rushford School. The Pennsylvania corridor cannot provide this connection as it has been severed by the construction of Interstate 86, and is in private ownership from .35 mile south of Jackson Hill Road through the Village of Cuba.

Development of 29 miles of new Genesee Valley Greenway State Park trail in Allegany County and 4 miles of new Genesee Valley Greenway State Park trail in Wyoming County using the former Genesee Valley Canal/Pennsylvania Railroad and Erie River Line/Conrail corridors. Work will involve clearing of brush and other encroaching vegetation, installation of gates and informational and directional signage, repair and replacement of culverts, repair of trail surface, stabilization and repair of historic culverts, and development of parking areas.

Repair, preservation, and interpretation of historic canal structures within Livingston, Wyoming, and Allegany Counties, including long-term stabilization and preservation of the stone culverts at Fowlerville, Brown's Creek and Salt Creek in the Town of York, Livingston County, which are well known because of their beauty, size, and workmanship.

Appendix L – ADA Compliance

The Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) and its 2010 revisions (ADA 2013), along with the Architectural Barriers Act of 1968 (ABA) and the Rehabilitation Act of 1973; Title V, Section 504, has an important positive effect on the manner in which people with disabilities are accommodated equally in recreational pursuits. The ADA is a comprehensive law prohibiting discrimination against people with disabilities in, among other issues, use of accommodations. Title II of the ADA applies to State land and facilities and requires, in part, that reasonable modifications must be made to services and programs, so that when those programs are viewed in their entirety, they are readily accessible to and usable by people with disabilities. This must be done unless such modification would result in a fundamental alteration in the nature of the service, program, or activity or an undue financial or administrative burden to the State of New York. Since recreation is an acknowledged program of OPRHP, and there are services and activities associated with that program, the State has the mandated obligation to comply with these laws and their revisions.

The ADA requires, and OPRHP considers it part of its duty as a public entity to thoroughly examine each of its programs and services to determine the level of accessibility provided. This self-examination involves the identification of existing programs and services and a formal assessment to determine the degree of accessibility provided to each. This involves the use of the standards established by Federal Department of Justice (DOJ) Rule as delineated by the Americans with Disabilities Act Accessibility Guidelines (ADAAG) published by the DOJ in 2010 and in effect as of March 2012; and/or the New York State Uniform Fire Prevention and Building Codes, as appropriate.

OPRHP has implemented a statewide assessment process for all state parklands. The Genesee Valley Greenway will be assessed as part of that program. The assessment will establish the need for new or upgraded facilities or assets necessary to meet ADA mandates. The State is required to make continuing efforts to render facilities accessible where possible.

The Americans with Disabilities Act Accessibility Guidelines (ADAAG)

The Americans with Disabilities Act (ADA) requires public agencies to employ specific guidelines which ensure that buildings, facilities, programs and vehicles as addressed by the ADA are accessible in terms of architecture and design, transportation and communication to individuals with disabilities. A federal agency known as the Access Board has issued the ADAAG for this purpose. The Department of Justice Rule provides authority to these guidelines.

Currently adopted ADAAG address the built environment: buildings, ramps, sidewalks, rooms within buildings, etc. In 2007, the Access Board proposed guidelines to expand ADAAG to cover outdoor developed facilities: trails, campgrounds, picnic areas and beaches. The Final Accessibility Guidelines for Outdoor Developed Areas (presently applicable only to the federal government) were published in September 2013 by the Access Board and contain the most

recent standards used to design and construct pedestrian trails to be accessible and to assess accessibility.<http://www.access-board.gov/guidelines-and-standards/recreation-facilities/outdoor-developed-areas> In addition, in February 2013, the Access Board issued a supplemental notice of proposed rulemaking (SNPRM) which proposes to include specific provisions for shared use paths in the proposed accessibility guidelines for pedestrian facilities in the public right-of-way published in the Federal Register on July 26, 2011.<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks>. The proposed accessibility guidelines would apply to the design, construction, and alteration of pedestrian facilities in the public right-of-way, including shared use paths.

ADAAG apply to newly constructed structures and facilities and alterations to existing structures and facilities. Further, it applies to fixed structures or facilities, i.e. those that are attached to the earth or another structure that is attached to the earth. The ADAAG currently applies to parks while the outdoor recreation standards do not yet apply to parks.

Therefore, when the State is planning the construction of new recreational facilities, assets that support recreational facilities, or is considering an alteration of existing recreational facilities or the assets that support them, it must also consider providing access to the facilities or elements for people with disabilities. The standards which exist in ADAAG or are contained in the ADAAG also provide guidance to achieve modifications to trails, picnic areas, campgrounds (or sites) and beaches in order to obtain programmatic compliance with the ADA.

ADAAG Application

ADAAG will be used in assessing existing facilities or assets to determine compliance to accessibility standards. ADAAG is not intended or designed for this purpose, but using it to establish accessibility levels lends credibility to the assessment result. Management recommendations are proposed in accordance with the ADAAG for the built environment, the final ADAAG for outdoor developed areas, the proposed guidelines for public rights-of-way, the New York State Uniform Fire Prevention and Building Codes, and other appropriate guiding documents. Although the ADAAG for outdoor developed areas only applies to federal agencies and their components that administer outdoor areas developed for recreational purposes and to non-federal entities that construct or alter recreation facilities on federal land on behalf of the federal agencies, OPRHP will follow the guidelines as closely as practicable and apply standards consistently on all State Park pedestrian trails. The Access Board plans to issue guidelines for non-federal sites separately at a later date.

Efforts will be made to ensure that as much of the trail is available to persons with disabilities as is practical. In those areas where additional trail construction is required or where trail rehabilitation is needed, adherence to the federal Regulatory Negotiating Committee-Access Board trail technical provisions for outdoor developed areas will be considered in light of the natural, cultural, and historic characteristics of the site, the impact on the fundamental experience of the setting, the intended purpose of the trail, and the characteristics of the terrain.

By virtue of its former use as a rail bed, Genesee Valley Greenway slopes are minimal making it a resource that provides recreational experiences for persons of a wide variety of abilities. While

almost all of the Greenway currently meets the slope requirements proposed by the federal RNC-AB, there are sections that present greater challenges due to erosion and settling and removal of railroad overpasses or underpasses.

Additional Accessibility Practices on the Greenway

Trail maps and signage at trail heads will be designed to describe slope, grade profile and obstacle locations based on the results of an assessment process so that all users will have the information they need to make their own decisions regarding the degree of challenge and risk they wish to accept.

Appendix M - Stone Culvert Evaluation Form

Figure 17 Stone Culvert Historic Restoration Evaluation Form

Genesee Valley Greenway										
Stone Culvert Historic Restoration Evaluation Form										
<p><i>The purpose of this evaluation is to provide a logical and rational evaluation to the many stone culverts along the 90-mile Genesee Valley Greenway trail. This will allow for the most efficient use of limited funds and to provide an appropriate amount historical interpretation and preservation.</i></p>										
<p>Culvert Location: Culvert Name: Culvert Type:</p>										
Phase 1										
<p><i>This phase contains criteria that is vitally important to determine if a stone structure is of a historical value to the trail user. If a structure fails to meet the criteria in this phase then the review is completed and the structure can be replaced or repaired with modern materials and methods. However, if this criteria is met then the review will continue on to Phase 2.</i></p>										
	1	2	3	4	5	6	7	8	9	10
Culvert size	< 4-ft	4-ft	6-ft	8-ft	10-ft	>10-ft				
Historical significance	Not Important	Slightly Important	Moderately Important	Important	Very Important	Extremely Important				
Visibility and accessibility to trail users	Not Visible or Accessible	Somewhat Visible	Somewhat Visible & Accessible	Somewhat Visible & Very Accessible	Extremely Visible & Accessible					
Scoring	<p>1 to 15 Structure Fails Criteria 16 to 30 Structure Passes Criteria</p>									
Phase 2										
<p><i>This phase contains criteria that will determine if a structure should be restored based on engineering and environmental considerations. If a structure fails to meet the criteria in this phase then the review is completed and the structure can be replaced or repaired with modern materials and methods. However, if this criteria is met then the structure must be restored to an appropriate historical condition and the review should continue on to Phase 3.</i></p>										
	1	2	3	4	5	6	7	8	9	10
Current structural condition	Near Collapse	Complete Reconstruction Needed	Partial Reconstruction Needed	Major Repairs Needed	Minor Repairs Needed	Minimal Repairs Needed				
Appropriate hydraulic capacity	300% Undersized	150% Undersized	100% Undersized	50% Undersized	Correct Size	Oversized				
Environmental impacts during and after restoration	Catastrophic Impact	Extreme Impact	Average Impact	Moderate Impact	Minor Impact	Minimal Impact				
Scoring	<p>1 to 10 Structure Fails Criteria 11 to 30 Structure Passes Criteria</p>									
Phase 3										
<p><i>This phase contains criteria that will prioritize the order to which culverts identified in Phase 1 & 2 will be restored or repaired.</i></p>										
	1	2	3	4	5	6	7	8	9	10
Environmental impacts of failure or collapse	Minimal Impact	Minor Impact	Moderate Impact	Average Impact	Extreme Impact	Catastrophic Impact				
Current importance for infrastructure, safety and access	Minimal Importance	Minor Importance	Moderate Importance	Average Importance	Extremely Important	Vital Importance				
Importance to Greenway trail and mission	Minimal Importance	Minor Importance	Moderate Importance	Average Importance	Extremely Important	Vital Importance				
Cost after available outside funding	Extremely High Cost (> \$1 Mil)	High Cost (\$500-\$1 Mil)	Moderate Cost (\$100-\$500k)	Average Cost (\$50-\$100k)	Minor Cost (\$20-\$50k)	Minimal Cost (< \$20k)				
Scoring	<p>1 to 10 Low Priority 11 to 20 Moderately Low Priority 21 to 30 Moderately High Priority 31 to 40 High Priority</p> <p>*** Any single score of 10 automatically places structure in the high priority category***</p>									